

BookletChart™

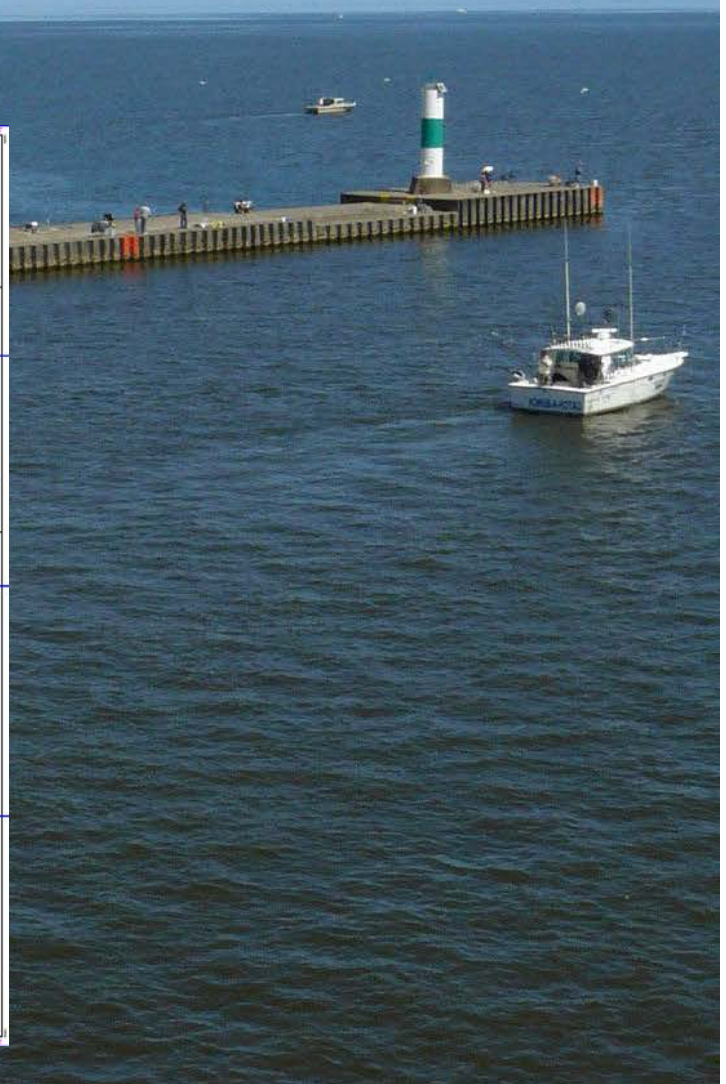
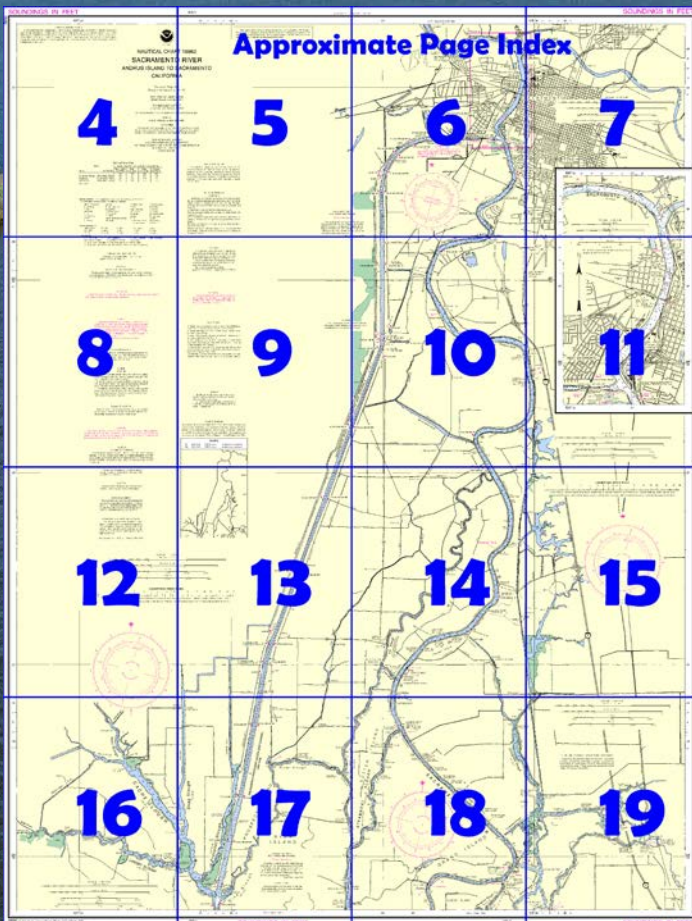


Sacramento River – Andrus Island to Sacramento **NOAA Chart 18662**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

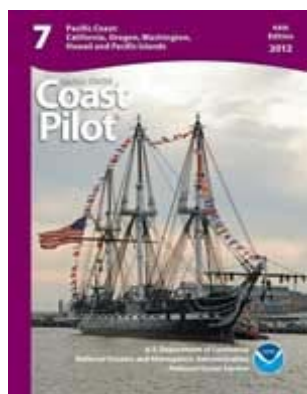
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18662>.



(Selected Excerpts from Coast Pilot)

The **Delta Region**, the combined deltas of the San Joaquin and Sacramento Rivers, comprises the feeder rivers, sloughs, and canals that directly or indirectly connect with one or both of the rivers. Hundreds of miles of navigable waterways for small boats are available in the Delta; both local and visiting small craft use these waterways extensively. Bordering the various waterways are levees which are 12 feet or more higher than the land behind them. The levees are built up from dredged material taken from the adjacent

waterway, and because of the settlement of the levees, dredging has been done periodically to keep the tops at height and grade. As material is needed for levee work, the dredge pays more attention to the requirements of the levee than to the depth of the channel for navigation purposes. This leaves an uneven bottom. Many public and private small-boat harbors, marinas, and boating resorts are spread over the Delta region. All types of facilities and services for small craft are available, though some areas in the Delta are much more developed than others.

Cable ferries.—The Sacramento and San Joaquin Rivers, including some of the feeder rivers, sloughs, and canals that directly or indirectly connect with one or both of the rivers, are crossed by cable ferries (see charts 18661 and 18662). These ferries in the delta region are guided by cables and sometimes propelled by a cable rig attached to the shore. Cables to the ferries, which extend from both banks of the waterway, may be at, near, or above the water surface. Operating procedures vary and mariners are advised to use extreme caution and seek local knowledge. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

Threemile Slough meets the San Joaquin River 5.8 miles above Antioch Bridge and joins the Sacramento River at the N end of Decker Island. The slough is a route frequently used by tugs and barges making passage between Sacramento and Stockton.

Mokelumne River, one of the principal tributaries of the San Joaquin River, rises in the Sierra Nevada and empties into it 11.8 miles above Antioch Bridge.

Sacramento River rises in the Trinity Mountains in N central California, flows S for 325 miles, and enters Suisun Bay on the N side of **Sherman Island**.

A cable ferry crosses the Steamboat Slough about 5 miles above the junction with Cache Slough.

Sacramento River Deep Water Ship Channel extends from Suisun Bay through lower Sacramento River, Cache Slough, and a 22-mile land cut to a triangular harbor and turning basin at the Port of Sacramento.

The **William G. Stone Lock** is on the barge canal that once connected the Deep Water Ship Channel with the Sacramento River; the lock is closed to all navigation.

The project depth in the ship channel is generally maintained. (See Notice to Mariners and latest editions of charts for controlling depths.) The controlling depth in the river route is about 10 feet. Above Sacramento, the controlling depth is about 6 feet to Colusa. The sounding datum is **mean lower low water at low-river stage**.

Numerous uncharted piles, snags, pumps, and pipes, some submerged, may exist along the edges of the river. Mariners are advised to exercise extreme caution while navigating close to the banks of the river.

Note.—Care should be exercised at all times to keep clear of the levees, as most of them are faced with rock which may damage vessels that drag along them.

Pilotage, Sacramento River.—River pilots, commissioned by the Port of Sacramento, are arranged for by the ship's agents, but may be obtained through the office of the port of Sacramento or the San Francisco Bar Pilots

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Alameda

Commander
11th CG District
Alameda, CA

(510) 437-3700

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

18662

121° 45'

41' 45' 30' 15'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
CALIFORNIA

SACRAMENTO RIVER

ANDRUS ISLAND TO SACRAMENTO

Mercator Projection
Scale 1:40,000 at Lat 38° 25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT LD lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Snodgrass Slough	(38°16.5'N/121°29.2'W)	2.5	2.1	0.3
	Sacramento	(38°35'N/121°30'W)	2.9	2.6	0.3
	Clarksburg	(38°25'N/121°31'W)	2.9	2.6	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Apr 2009)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Sacramento, California.
Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

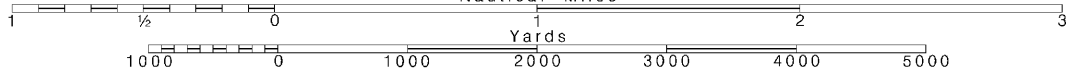
Joins page 8

Printed at reduced scale.

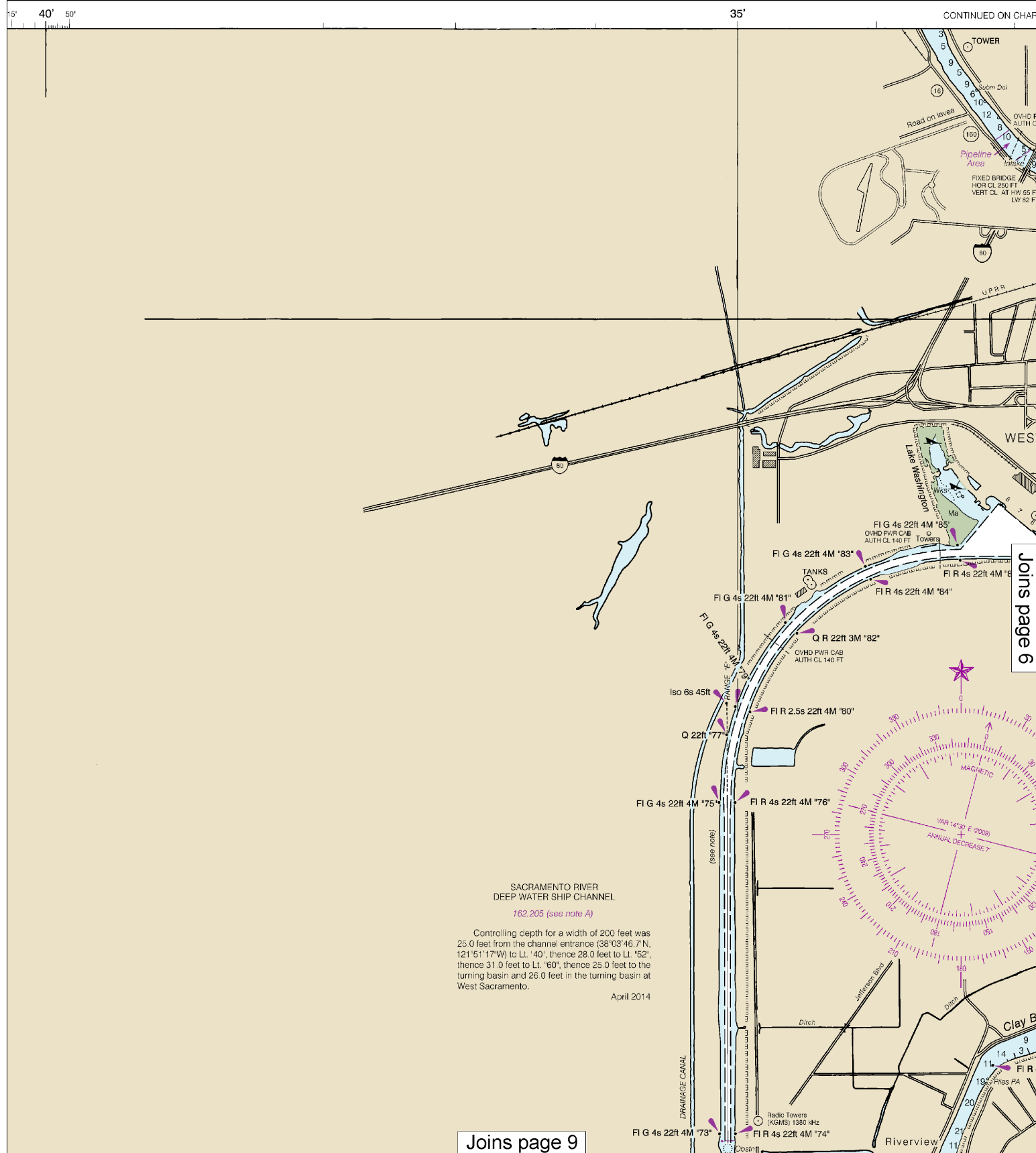
SCALE 1:40,000
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



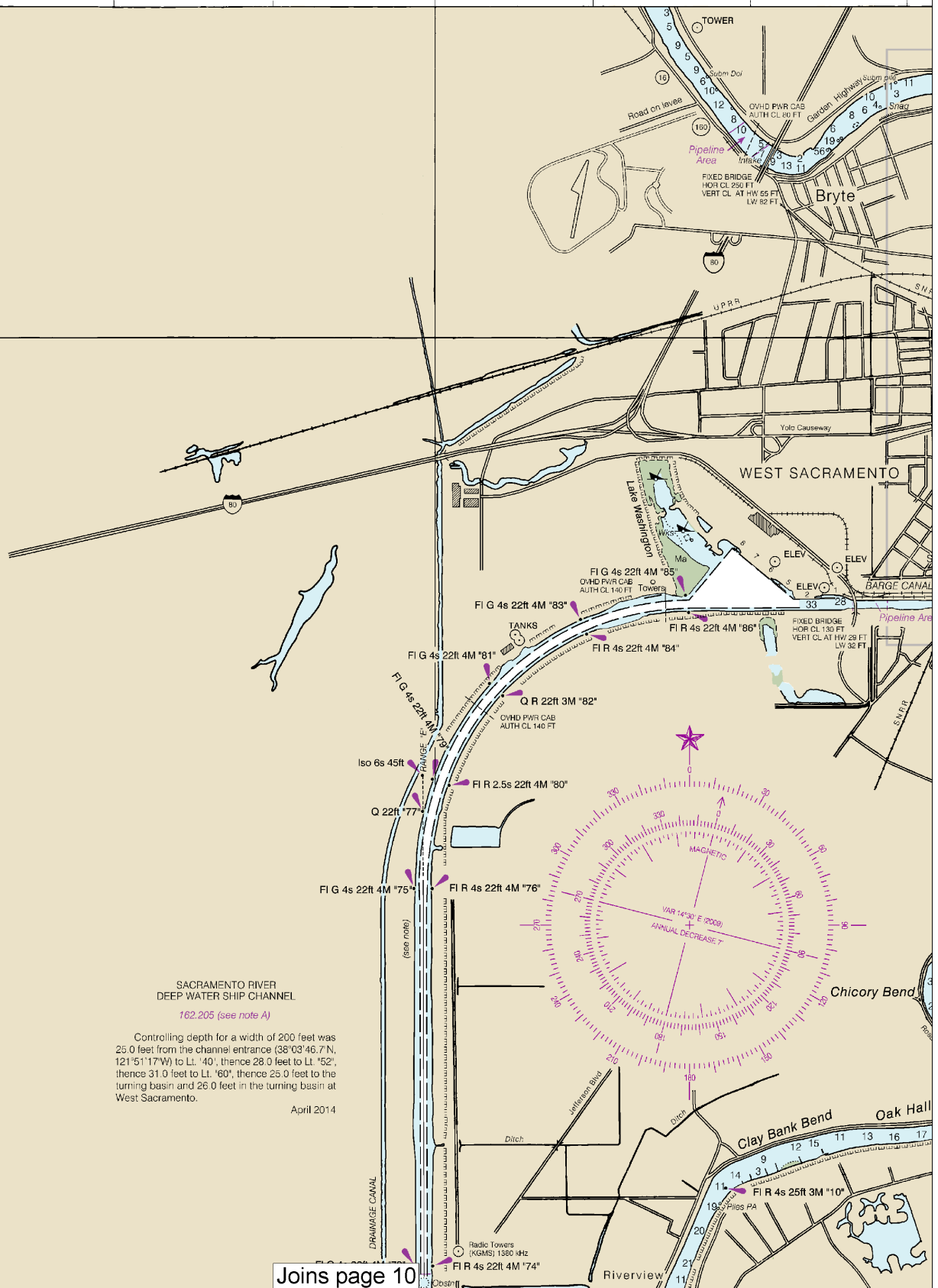
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35'

CONTINUED ON CHART 18664

Joins page 5



Joins page 10

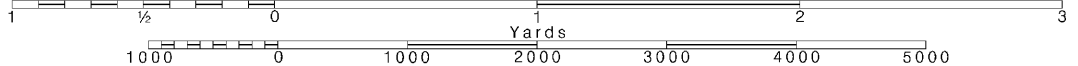
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

6

Note: Chart grid lines are aligned with true north.





7

NOTE A

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SUPPLEMENTAL INFORMATION
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HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.318" southward and 3.838" westward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

BRIDGE AND OVERHEAD POWER CABLE CLEARANCES

Clearances of overhead cables are charted as furnished by the Corps of Engineers and bridge clearances are charted as furnished by the Coast Guard. Overhead cable clearances are referred to high water. Bridge clearances are referred to High Water (HW) and Low Water (LW).

CAUTION

BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B

CAUTION

Mariners are warned that numerous uncharted piles, snags, pumps, pipes, and wrecks, some submerged, may exist along the edges of the waterway. Numerous buoys and signs mark the wing dams along the Sacramento River. Mariners should never attempt to pass between the warning buoys and the shore. The depths shown in backwaters, sloughs and cuts are from surveys of 1934. Channels are not maintained by the Corps of Engineers and numerous uncharted shoals and obstructions have been reported.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way. All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sacramento, CA KEC-57 162.550 MHz WX1

TIDAL INFORMATION

Mean high water level data, predictions available via the Internet tidesandcurrents.noaa.gov. Annual

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly of floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Ⓟ Pump-out facilities

CABLE FERRY

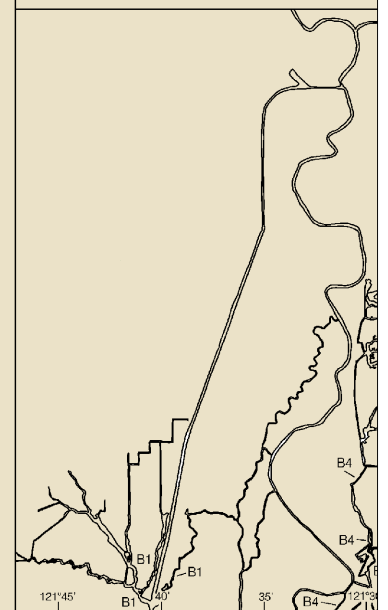
Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent survey information that has been evaluated for charting. Survey banded in this diagram by date and type of survey. Channel by the U.S. Army Corps of Engineers are periodically resurveyed but not shown on this diagram. Refer to Chapter 1, United States

SOURCE

B1	1990-1992	NOS Surveys	partial bottom
B4	1900-1939	NOS Surveys	partial bottom



Joins page 5

25.0 feet to the
turning basin at
April 2014

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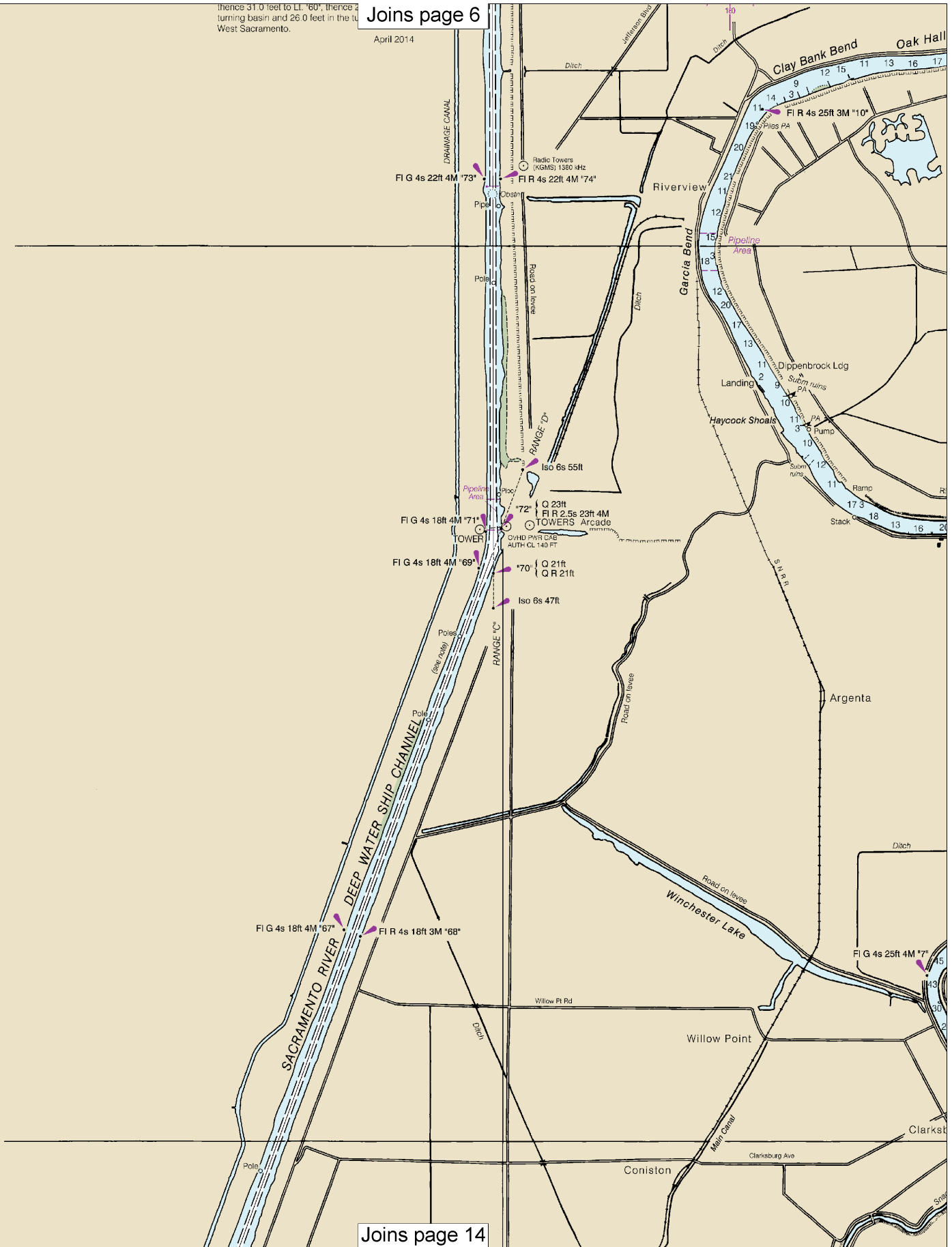
Joins page 13

Joins page 10

thence 31.0 feet to LT. "60", thence 2
turning basin and 26.0 feet in the turn
West Sacramento.

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April 2014



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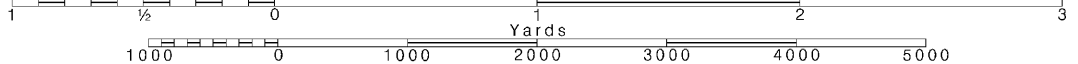
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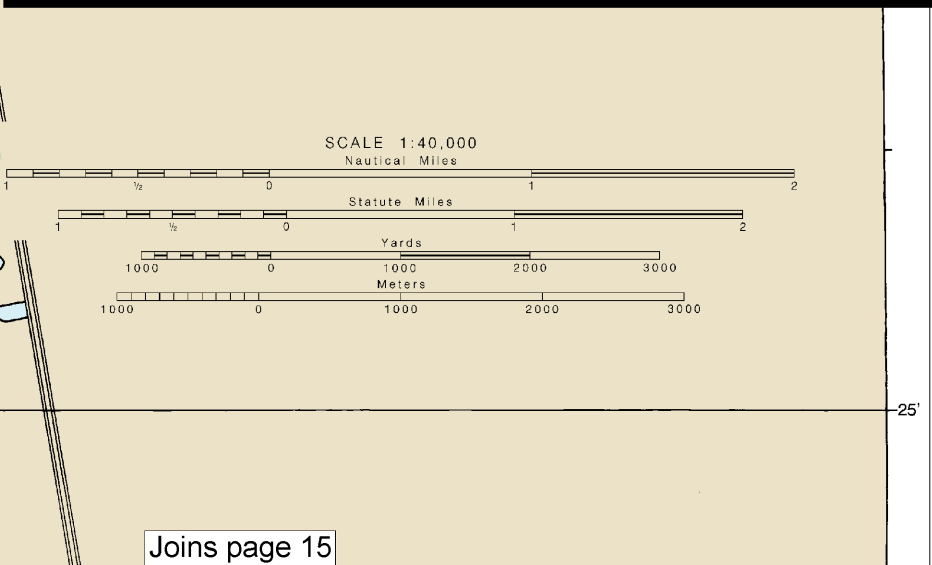
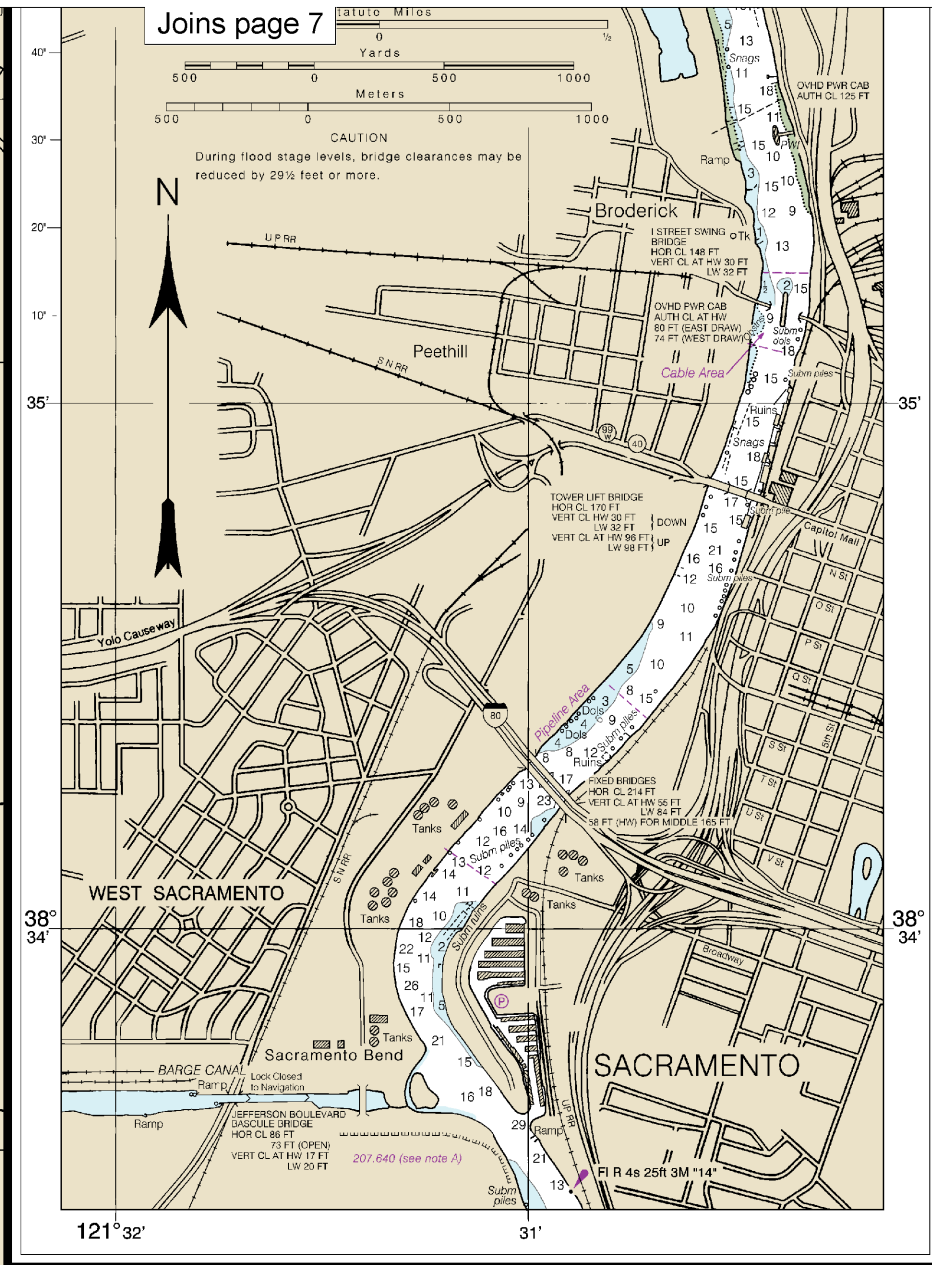
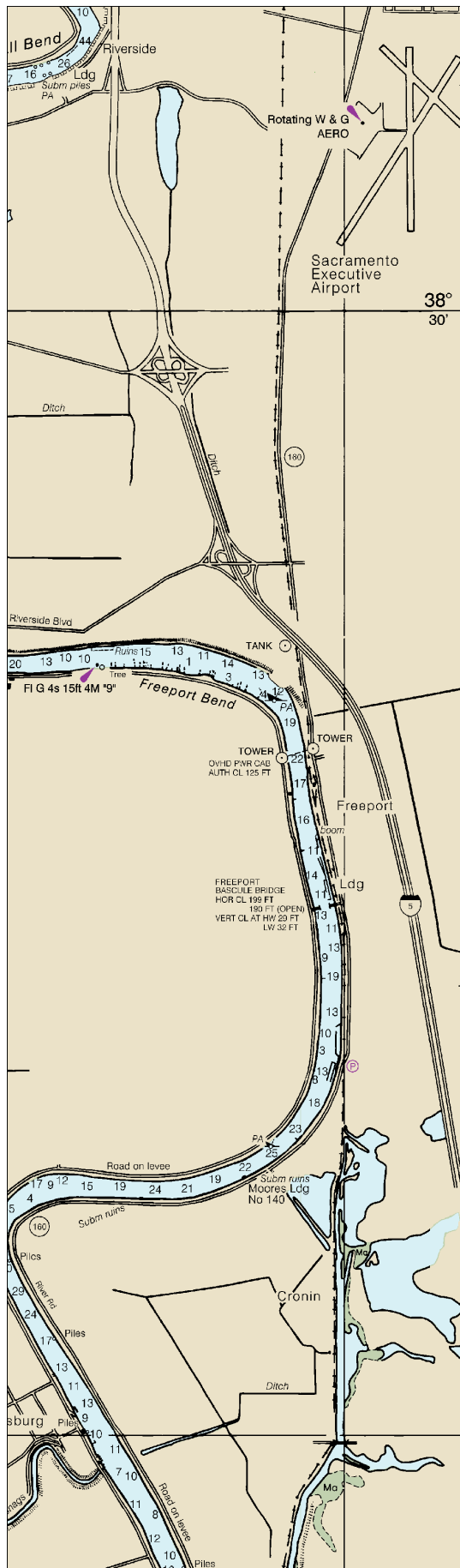
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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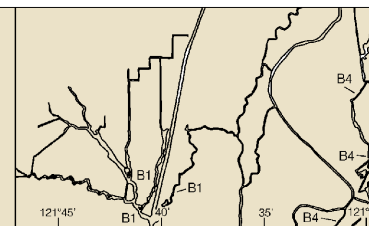
TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

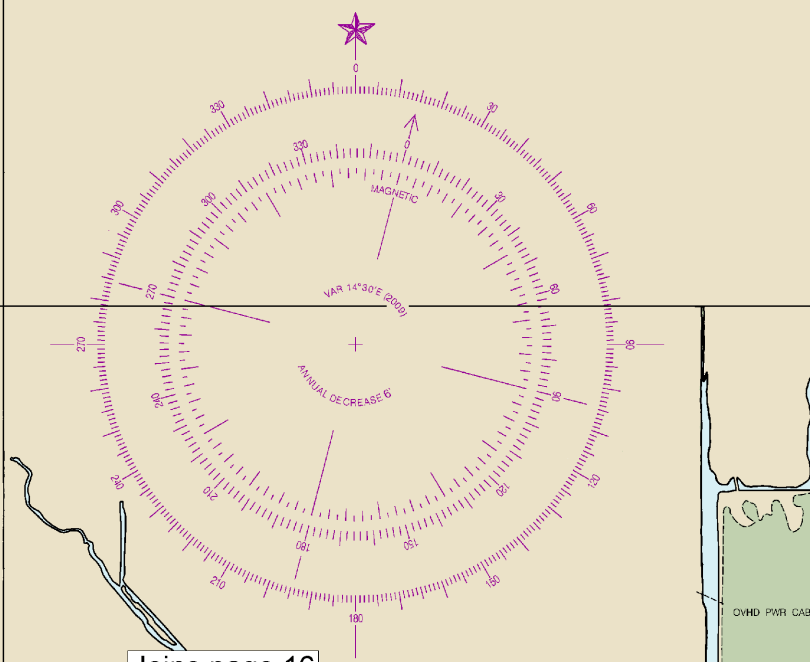
CAUTION

POTABLE WATER INTAKE

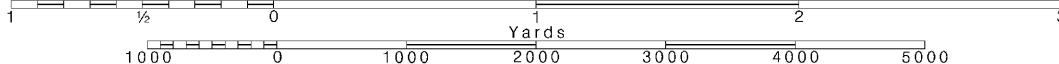
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 7 for important supplemental information.

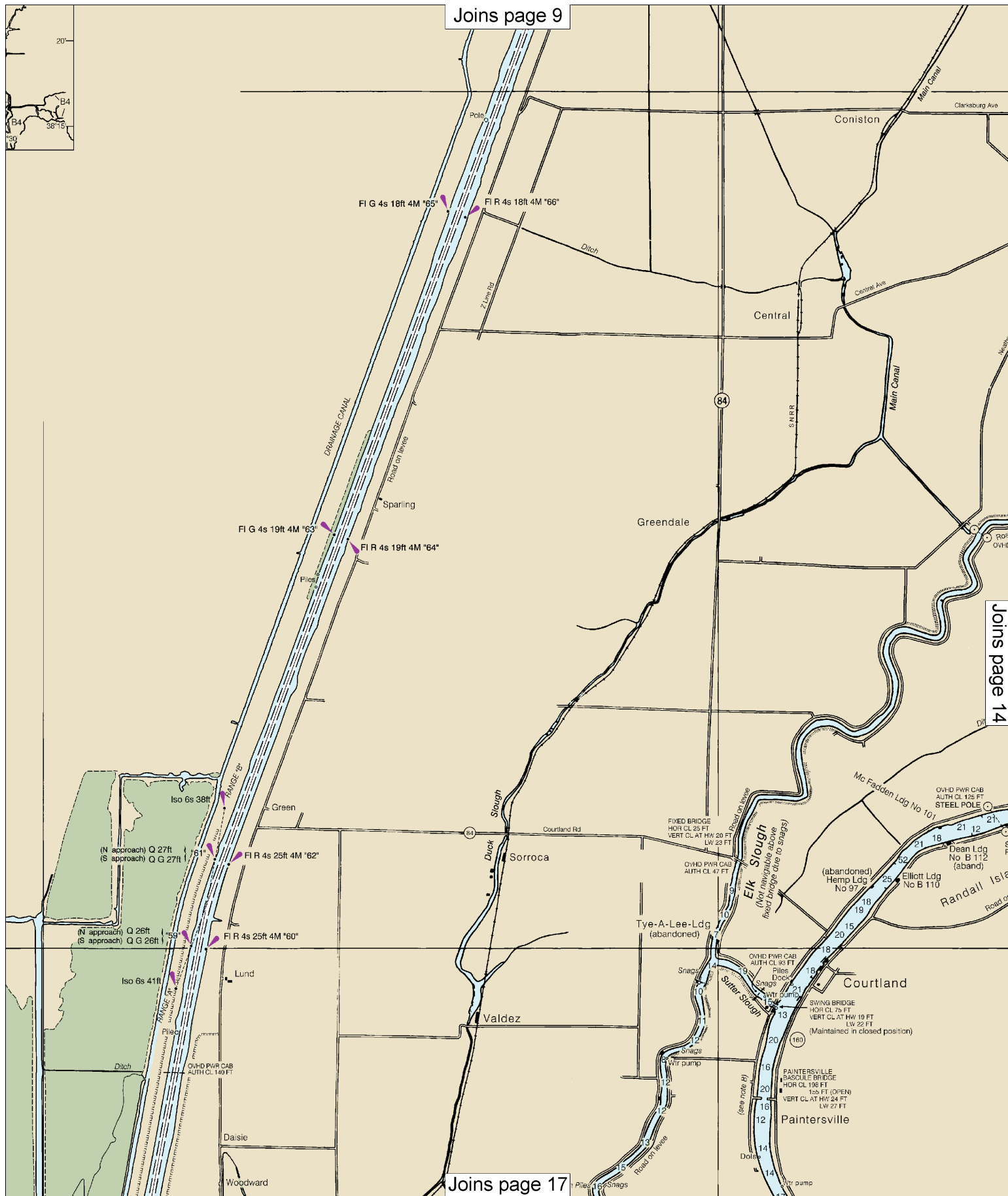


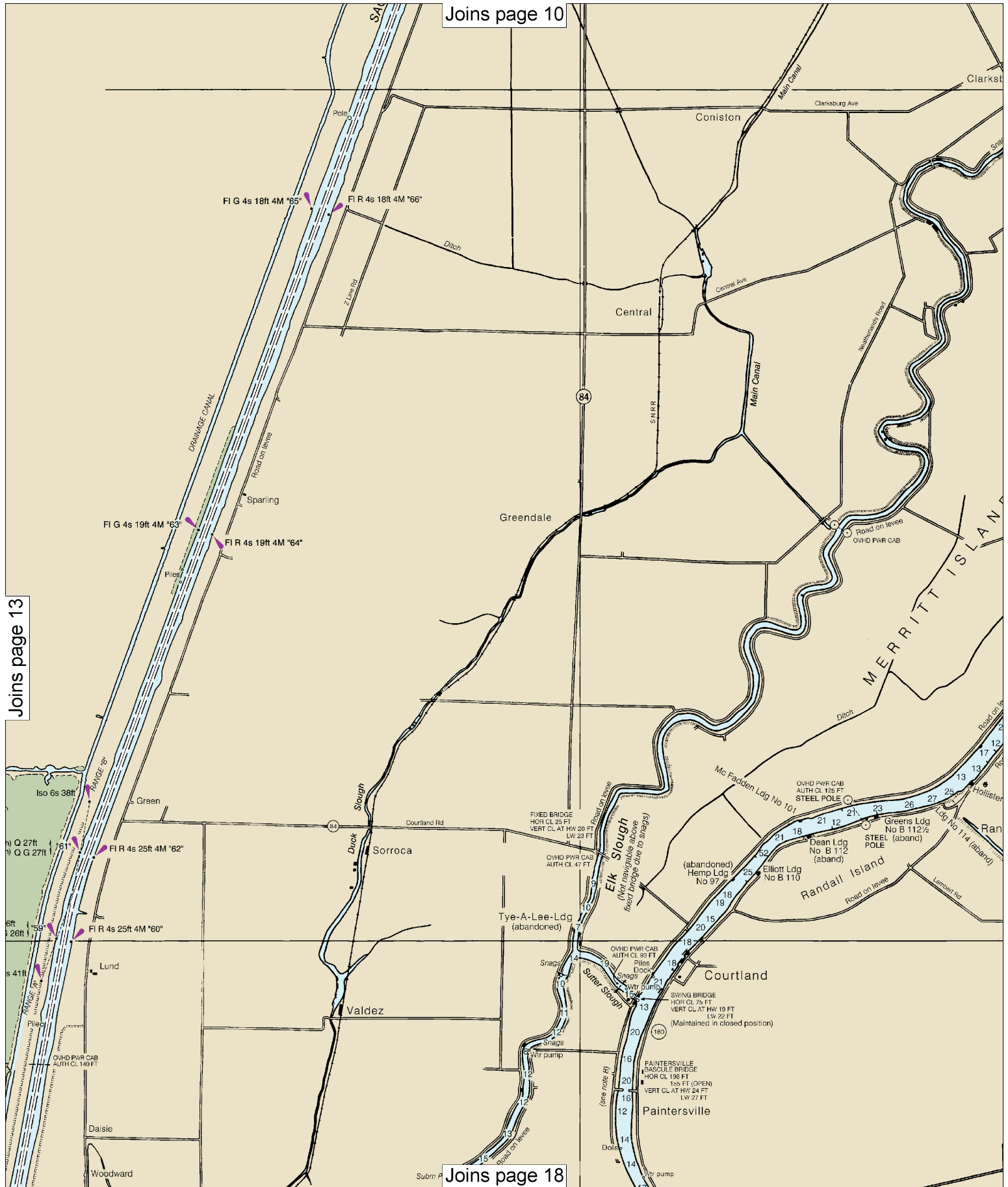
25'
20'
19'
45'

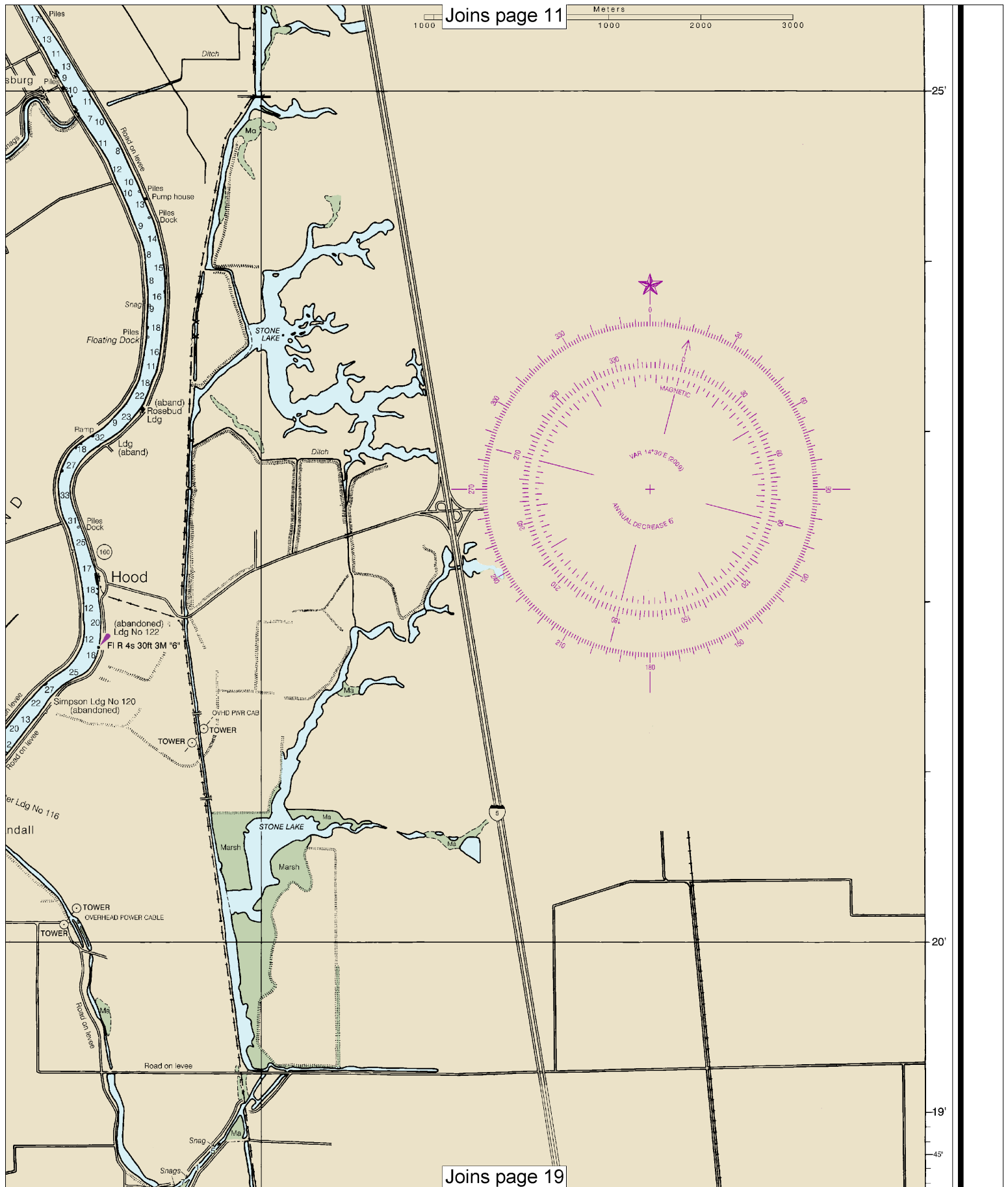


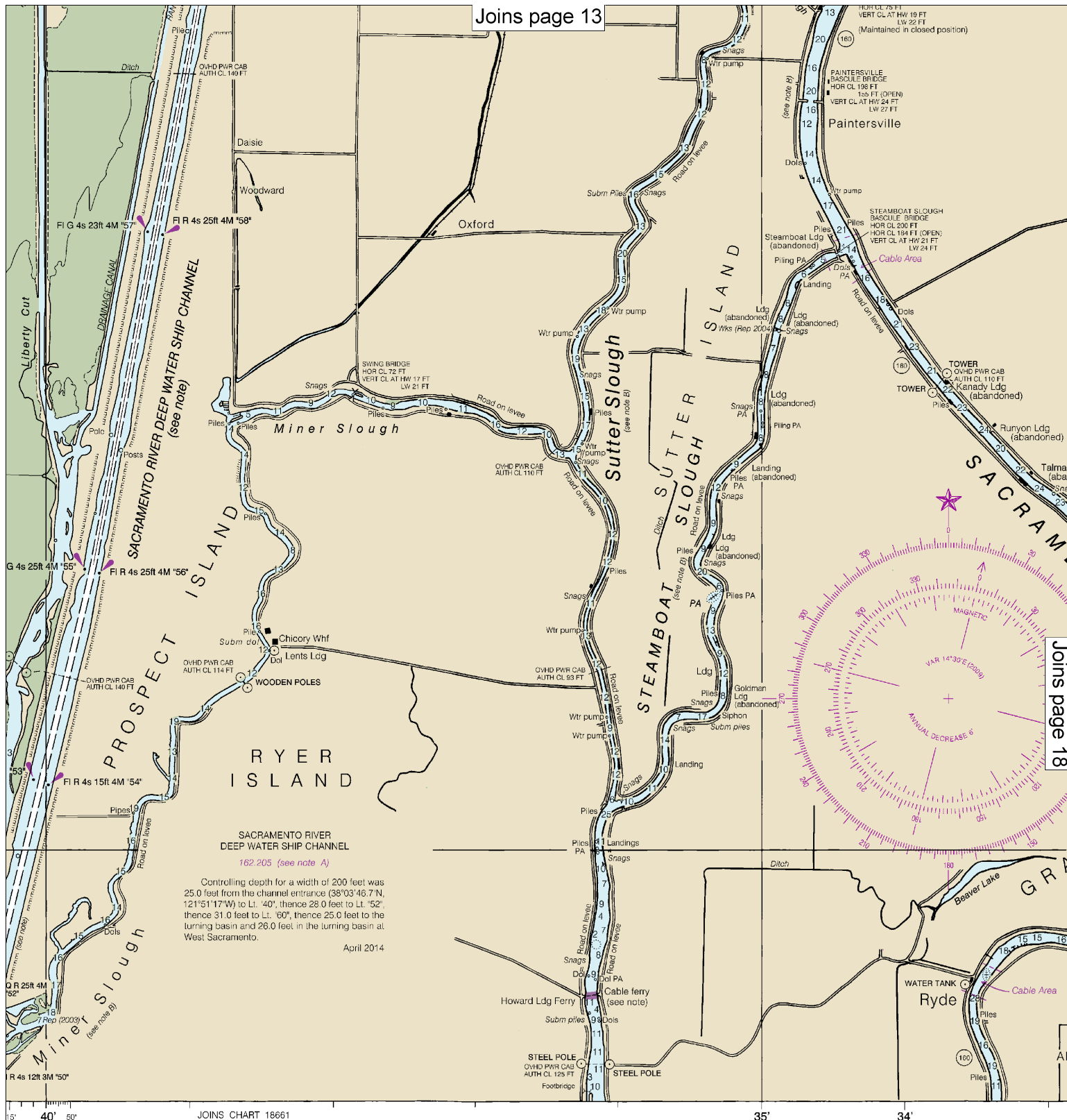
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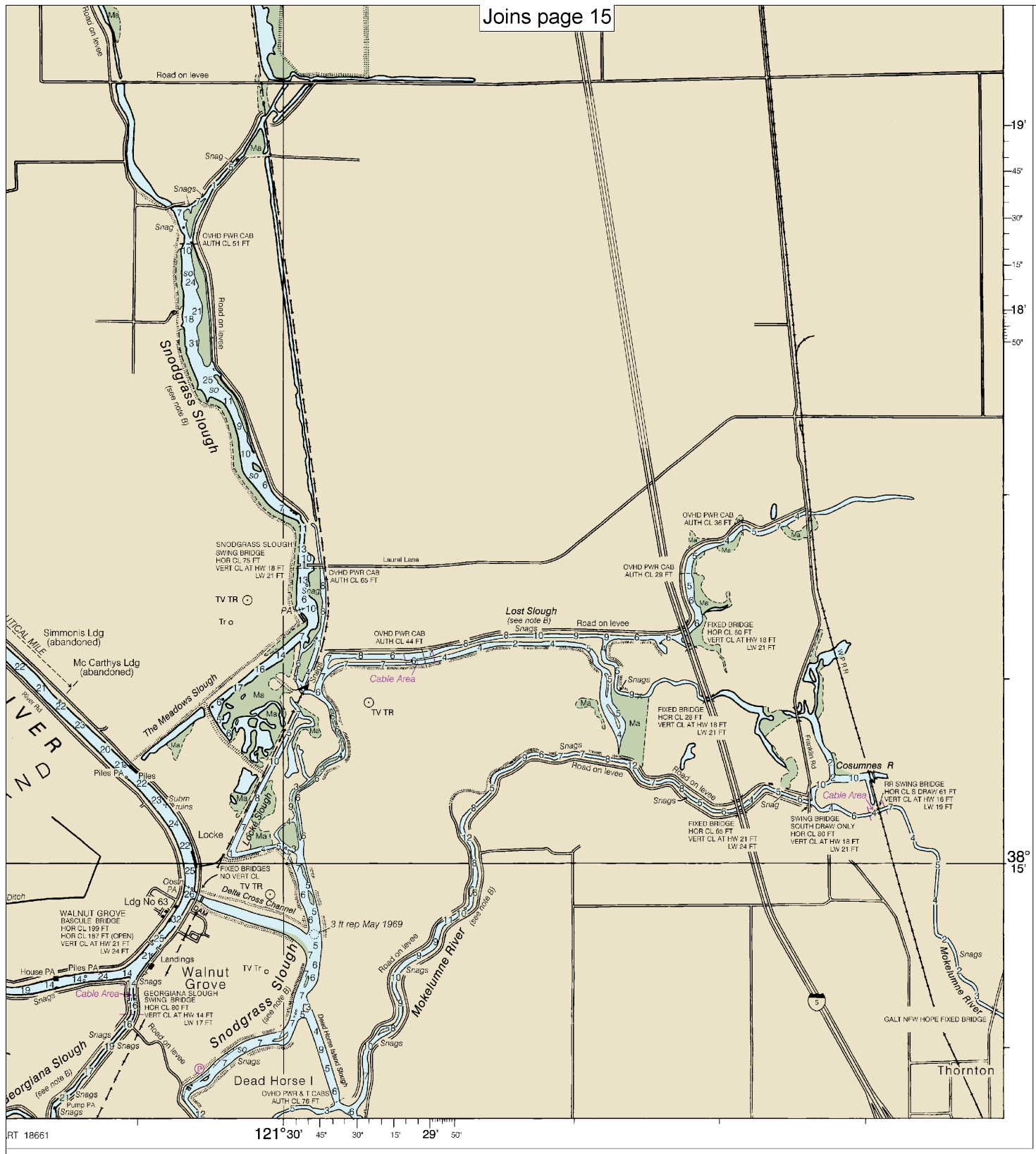












6	7	8	9	10	11	12	13	14	15	16	17
36	42	48	54	60	66	72	78	84	90	96	102
10	11	12	13	14	15	16	17	18	19	20	21
22	23	24	25	26	27	28	29	30	31	32	33

Sacramento River - Andrus Island to Sacramento
SOUNDINGS IN FEET - SCALE 1:40,000

18662



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.